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LOUISVILLE

TUESDAY, MARCH 6, 1855.

NAVIGATION AND SHIPS OF THE UNITED STATES.

TO THE PEOPLE OF A COMMERCIAL NATION.—It must be interesting to mark the rise and progress of its navigation interest—the increase of its tonnage—the number of its vessels, the amount and variety of its exports over the lakes, and oceans of the world. It is one of the certain indices that mark the progress of a people in a successful career toward the attainment of wealth and power, or with equal distinctness exhibit their decline in the scale of nations.

Rapid as has been the progress of population in this country, in past forty years, the amount and value of the commerce employed in carrying on our foreign and domestic trade has vastly outstripped it. What population has about doubled in thirty years, our tonnage has quadrupled in that time. In the year 1829, the total tonnage registered and enrolled was 1,299,163 tons, and in 1851 4,439,969 tons.

The general perspective of Europe in the year 1815 found us with a tonnage of 1,368,127, of which 842,944 tons were registered, the remainder being enrolled and licensed, representing with tolerable accuracy the proportions of the tonnage engaged in the foreign and in coasting trade.

From 1815 till 1822, it appears that the tonnage increased in amount, and it was not until the year 1830 that it again equaled what had been in 1815.

The cause of this decline is now not our pose to explore. It was doubtless mainly caused by the abilities of the nations of Europe to do themselves that which, as a naval power, we had been doing for them in the ocean during the progress of the continental war. This decline is increased until that year it reached 174,161 tons.

The next year it decreased nearly half a million tons, the tonnage was 939, further reduced in 1830, and it did not again attain the point it had been at in 1822 until the year 1824, since which time it has been steadily increasing. From 1831 to 1844 the increase of tonnage was not very great, then followed. The following tabular statement will show the progress in this department of our national revenue:

Year	Billed	Entered & Recorded	Entered & Recorded
1815	884,294	513,833	430,833
1820	919,037	661,118	539,000
1825	700,787	723,223	589,072
1830	576,675	615,311	516,975
1835	885,820	959,118	792,261
1840	1,009,764	1,266,099	1,170,670
1845	1,095,172	1,261,899	1,200,000
1850	1,261,211	1,470,743	1,370,740
1851	2,323,500	2,469,680	2,273,300

A remarkable feature exhibited by this statement is the uniformity of the proportion of increase between that part of our tonnage engaged in the coasting trade, and of that portion employed in the foreign trade. Both of the classes of vessels have increased astonishingly in the last five years. We have not the statistics to show the fact, but we believe that the tonnage of our commercial marine now exceeds that of the foreign.

The tonnage employed in coast navigation has increased in a greater proportion than that of any other description of vessels. In 1834 the tonnage of steam vessels was 24,879, in 1834 it was 122,500 tons, in 1844 it was 272,179, and in 1851 it reached to 606,600 tons. The rapid extension of the steam tonnage, however, does not seem to make with it, in this direction, the same rapidity as in the foreign, and steam will take the place of sailing vessels when the circumstances are such as to warrant the substitution.

The investment in vessels is a very large and the amount will perhaps increase some of our revenue. If we estimate the cost of these vessels, steam tonnage at fifty dollars per ton, it would amount to \$30,000,000, on which an investment of four hundred millions of dollars is required. This amount represents the value of the labor, skill, direct or indirectly employed in the home department of industry pertaining to navigation.

The census returns of 1850 do not furnish us with any statistics of the number, description, and value of the vessels owned in the United States, the only information we have is that obtained from the steamship companies, which is that there were 56,000 persons engaged in navigation on the ocean, and 33,000 employed in the coast and lake navigation.

The wages of seamen in 1851 showed that there were 100,000 men, and the coasting trade, and the ocean service, were each 50,000 men.

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BY TELEGRAPH.

THIRTY-THIRD CONGRESS—SEVENTH SESSION
Last Day's Proceedings.
WASHINGTON, March 4.

STATE.—A number of bills were introduced.

The reports from the various committees on conference occupied the most of the night, besides which the appointments under the army bill were reported and confirmed.

Mr. Daugherty reported a bill from the Territories to form a State Constitution and apply at the next session of Congress for admission into the Union. Mr. Gwin, of Georgia, moved to lay it on the table, which was negatived—yes, 180, no, 20.

Daugherty said he would not press it, and on his motion it was laid on the table.

The civil and diplomatic bill came up with numerous amendments—the most of which were introduced in the bill sent to the committee of conference.

The Committee soon after reported and the report was agreed to.

An amendment intended to ordinance to meet the ordinance ordering a subscription to send Memphis ready, the same was referred.

Alderman Speed also reported the ordinance to confirm the purchase of Strader's wharf. Here the order of the night took an important turn, and warm speeches were made by Messers. Douglass, Shanks, and Speed. The two former advocating essential amendments, and the latter, urging all the powers of plain reasoning, reasoning, and opposing any and all modifications. The amendment was carried, the ordinance passed, and adjourned.

LECTURES.—Rev. Dr. Bell will give the last of his course of lectures before the Young Men's Christian Association in Dr. Ballou's church, on Tuesday evening, Walnut and Green streets, this evening at 7.30 o'clock. Subsequent "Engines and Sodas."

The Telegraph No. 3 is the mail boat for Cincinnati, this morning, and the Blue Wing is the Frankfort Packet.

The steamer Niantic passed Memphis yesterday.

The Southerner is due from New Orleans to-day.

Our friends of the Tidings have our thanks for a copy of the number.

THE CRYSTAL PALACE.—Its management has been given to Sir Louis today. She is to play what some musicians, a popular magazine, and others, call "the grandest music hall in the world," and her table is supplied with the luxuries of the season. She will take passengers around in round trip. Captain Koenig, a very careful and experienced officer, and bravely won't let Mr. Bell, Mr. E. L. K., Mr. A. A., or Mr. R. S. C. or any other general department.

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For NEW ORLEANS.—The steamship Lexington, Capt. Mathews, leaves for New Orleans to-day. On friend in Louisville purchased the boat, and he is a guarantee the passengers will be well.

The river was about at a stand still owing to a foot 3 inches water in the canal yesterday.

AMATEUR PERFORMANCE FOR THE POOR.—There was a very good fashion amateur performance in the Mechanics' Hall last evening, and the play "Lady of Lyons" by the Young Men's Amateur Society. The characters were all well sustained, especially that of Col. Dumas.

The young gentlemen composing this company may well feel proud of their manner in which they acquitted themselves, both on this and a former occasion.

The above piece was a hit, and proved very amusing to the audience.

THE CAMPBELL MINISTER.—This favorite singer of songs performed at the Mozart Hall. The reputation as vocalist is too well known to demand comment. We can only say that those who go to hear him may expect a rare treat of music, seen, heard, and felt. The Campbells are coming, ho, ho, ho!

THEATER.—The performance was a smash, but the house was thin owing, we suppose, to the dampness of the weather. The number of ladies in attendance was of course much smaller than usual. But under all the depressing circumstances, the drama of the "Newgate" was well acted. "Edgar" was perfect as usual. The character of "Pierrot" showed the fitness of the acting by the entire absence of applause, and the expression of disapprobation. For among the audience who makes his late vice and meanness when seen in that mirror which few actors finds up to "nature's eye" is as much entitled our admiration as he who displays the noblesse in like manner—and the amount of admiration for the character is the measure of the applause for the acting. But it's not in human nature to manufacture persons of such a character by word signs and loudly uttered exclamations. For this latter touch we recollect from the man is the best proof that the actor has studied well and truly. Such was the part of Edgar as he himself conceived it. The scene of the "Newgate" was well acted. "Edgar" was perfect as usual. The character of "Pierrot" showed the fitness of the acting by the entire absence of applause, and the expression of disapprobation. For among the audience who makes his late vice and meanness when seen in that mirror which few actors finds up to "nature's eye" is as much entitled our admiration as he who displays the noblesse in like manner—and the amount of admiration for the character is the measure of the applause for the acting. But it's not in human nature to manufacture persons of such a character by word signs and loudly uttered exclamations.

New York, March 5.—The George Law said for Aspinwall with a large number of passengers, among them Dr. Lewis and N. H. Aspinwall.

The Black Watch has arrived. She left Havre on the evening of the 27th.

The hand of the port of Cuba still continues to be held. No news yet.

No arrests had been made.

General court-martial proceedings were still going on.

It is reported that all foreigners who had shortly been required to take arms or a gun.

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